

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Bulgaria	REPORT	25X1
SUBJECT	Organization and Operations of the Bulgarian Railroad System	DATE DISTR.	13 April 1955
		NO. OF PAGES	4
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	25X1
DATE ACQUIRED		This is UNEVALUATED Information	

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1. The entire system of land, sea, and air communications in Bulgaria is controlled by the Ministry of Transportation, which comprises the following administrations:
  - a. Rail transportation (Glavno Upravlenie Na Bulgarskite Dürzhavni Zhelezoputno);
  - b. Road transportation (Upravlenie Na Avtomobilen Transport);
  - c. Sea transportation (Upravlenie Na Voden Transport);
  - d. Construction of transportation facilities (Upravlenie Na Stroitelstvoto Po Transporta);
  - e. Political (Politichesko Upravlenie);
  - f. Legal (Transporten Süd I Prokuratura); and
  - g. Construction planning.
2. The head Railroad Administration (GUY) itself is divided into administrations and departments as follows:
  - a. Central administration, with departments for planning, finance, accounting, technical equipment, financial planning and statistics, and traffic safety. There are two special units in the central administration: a special section and Department 22 for military training;
  - b. Utilization administration, with departments for traffic, transportation planning, loading and unloading, commercial affairs, and railroad lunch facilities;
  - c. Mobile equipment administration, with departments for locomotives, cars, repair shops, and rail car factories;
  - d. Tracks and technical equipment administration, with departments for maintenance, electrical equipment for traffic safety, construction, and electrification;

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- e. Supply administration; and
  - f. Manpower administration, with departments for cadres, wages, administration, and medical treatment.
3. The central GUY administration is located in Sofia. Railroad operations are handled by three regional headquarters, each of which has a sub-headquarters:
- a. Sofia, with sub-headquarters at Mezdra (N43-08, E23-43);
  - b. Plovdiv, with sub-headquarters at Stara Zagora; and
  - c. Gorna Oryakhovitsa, with sub-headquarters at Stalin (Varna).
- Each of these regional bodies has its operational, technical, and administrative units, which are organized in two principal divisions: utilization (Sektor Eksploatatsiya) and locomotives (Sektor Lokomotiven).
4. Railroad tracks in Bulgaria have a load capacity of up to 30 tons. The gauges are the standard 1,435 mm., 760 mm., and 600 mm.
5. Maintenance of the tracks is the responsibility of the Kantonerski Uchastak (railroad maintenance man), each of whom is in charge of approximately three kilometers of track. They are responsible to a higher official (Pilior; probably a foreman), who is in charge of approximately 40 to 50 kilometers of track. The Piliors are, in turn, responsible to the section manager, who is in charge of approximately 180 to 250 kilometers of track. There are 21 sections in Bulgaria: seven in the Sofia division, six in the Plovdiv division, and eight in the Gorna Oryakhovitsa division. Each section has workshops and labor brigades.
6. Railroad labor brigades and specially-detailed military units keep the tracks clear of snow during the winter months; however, traffic is sometimes stopped for hours and even days at the following points:
- a. Near the Dve Mogili station (N43-35, E25-52) on the Ruse-Gorna Oryakhovitsa line;
  - b. Near the Humata station, which lies between Ruptsi (N43-16, E24-09) and Telish (N43-20, E24-16), and near the Yasen station (N43-25, E24-32), both on the Sofia-Pleven line;
  - c. Near the Septemvri (formerly Saranova) station (N42-13, E24-07) on the Sofia-Plovdiv line; and
  - d. Near the Voluyak station (N42-46, E23-14) on the Sofia-Dragoman line.
7. All locomotives now in use were purchased between 1930 and 1944. The "Josif Stalin" and "Felix Dzherdzhinski" type locomotives are not used in Bulgaria. Locomotives are divided into passenger, freight, and switching categories

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Diesel engines made by the former Ganz works in Hungary are in use on the Sofia-Iskur line, the Dobrinishta (N41-49, E23-33)-Varvara (N42-09, E24-08)-Septemvri line, and the Dobrinishta-Varvara-Pazardzhik line.

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9. Most freight cars in use have two axles. They are categorized according to type as follows:

E closed cars for regular and bulky freight;  
 D closed cars, with two superimposed compartments, for sheep;  
 FD closed cars, with five to eight superimposed compartments, for poultry;  
 FK closed cars for refrigeration;  
 Y open cars with removable sides, for coal;  
 YK same as Y and used for timber. This car is smaller than the Y type;  
 M same as Y and used for long iron bars; flat cars; and  
 OB cars equipped with dump mechanism.

9. Fully adequate platforms for loading and unloading freight are available only at Sofia, Plovdiv, and Gorna Oryakhovitsa. The Sofia station has 19 tracks, eight for passenger and freight traffic, and 11 for stationary cars.

10. Applications for shipment of freight are forwarded to the Ministry of Transportation through the authority which controls the factory involved. They are made on a quarterly basis and include complete details of tonnage, point of origin, and destination. Shipment cannot take place until the Ministry, in cooperation with the State Planning Commission, has granted approval. If a factory does not utilize the space for which it applied and which was approved, it is fined 40 leva per day per open freight car and 80 leva per day per closed freight car. The guilty officials may also be dismissed and prosecuted.

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